ACS Benefits

The ACS:

- Provides clear information on what an applicant must *know*, *do*, and *consider* to qualify for a specific certificate or rating.
- Allows the FAA to develop test questions clearly tied to standards and supported by handbooks and guidance.
- Reduces subjectivity and increases standardization.
- Enhances safety by ensuring that standards, guidance and testing for airman certification all work together effectively.

Photo by Chris Morris

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Federal Aviation Administration

Introducing the ACS:

Airman Certification Standards

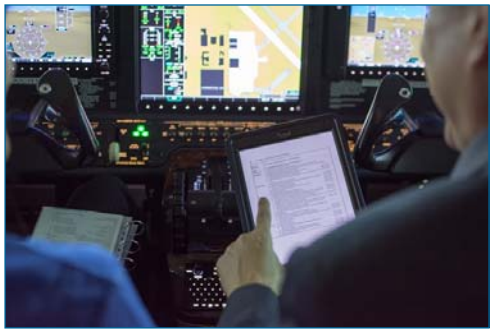

Photo by Chris Morris

An Integrated Approach

The Airman Certification Standards (ACS) framework integrates and aligns standards, guidance, and testing for airman certification.

The ACS is built on today's Practical Test Standards (PTS), which establish skill performance metrics for each flight proficiency element listed in the regulations for an airman certificate or rating. The ACS enhances the PTS by adding aeronautical knowledge and risk management elements needed to support each PTS Task.

The ACS will not change or lengthen the check ride. Rather, its integrated approach will provide better guidance to applicants, instructors, and evaluators during each phase of the airman certification process.

It will also enable the FAA to keep airman testing fully aligned with regulations, performance standards for knowledge and skill, and guidance materials such as handbooks.

Background

Since September 2011, the FAA has been working with aviation community stakeholders to help improve standards, guidance, and test development practices for airman certification.

Under the auspices of an Aviation Rulemaking Committee (ARC) and the industry's Aviation Rulemaking Advisory Committee (ARAC), three industry working groups have developed and refined the ACS framework. These groups have also made recommendations to improve the FAA's H-series handbooks and bring knowledge testing in line with accepted best practices.

prototype use of the ACS approach. Feedback has been very positive. The agency continues working with industry to refine the ACS and plan for its implementation. The target date for releasing the ACS for Private Pilot Airplane, Commercial Pilot Airplane, and Instrument Rating is June 2016.

ACS Coding

The ACS assigns a unique code to each knowledge, skill, and risk management element. These codes are anchored in the ACS, unlike today's reference-based Learning Statement Codes.

PA = Private Pilot Airplane (identifies applicable ACS)

V = Performance Maneuvers (identifies Area of Operation)

A = Steep Turns (identifies Task)

K5 = Accelerated Stalls (identifies Task element)

ACS codes will provide more accurate feedback to applicants, instructors, and evaluators. The ACS codes will also enable the FAA to keep standards clearly aligned with guidance handbooks and test questions, and to develop timely and relevant test questions.

Private Pilot – Airplane Airman Certification Standards
Airplane—Single Engine, Multi Engine Land and Sea Areas of Operation

V. Performance Maneuvers

Task	*A. Steep Turns*	
Reference	FAA-H-8083-2, FAA-H-8083-3; POH/AFM	
Objective	To determine that the applicant exhibits satisfactory knowledge, skills and risk management associated with steep turns.	
Knowledge	The applicant demonstrates understanding of:	
	1. Coordinated flight.	PA.V.A.K1
	2. Attitude control at various airspeeds.	PA.V.A.K2
	3. Maneuvering speed, including changes in weight.	PA.V.A.K3
	4. Controlling rate and radius of turn.	PA.V.A.K4
	5. Accelerated stalls.	PA.V.A.K5
	6. Overbanking tendencies.	PA.V.A.K6
	7. Use of trim in a turn.	PA.V.A.K7
	8. Aerodynamics associated with steep turns.	PA.V.A.K8
	9. Aerobatic requirements and limitations.	PA.V.A.K9
Skills	The applicant demonstrates the ability to:	
	1. Establish the manufacturer's recommended airspeed or if one is not stated, a safe airspeed not to exceed V_A.	PA.V.A.S1
	2. Rolls into a coordinated 360° steep turn with at least a 45° bank.	PA.V.A.S2
	3. Perform the task in the opposite direction, as specified by the evaluator.	PA.V.A.S3
	4. Maintain the entry altitude ±100 feet, the entry airspeed ±10 knots, the assigned bank, and ±5°, and roll out on the entry heading ±10°.	PA.V.A.S4
Risk Management	The applicant demonstrates the ability to identify, assess and mitigate risks, encompassing:	
	1. Dividing attention between airplane control and orientation.	PA.V.A.R1
	2. Task management.	PA.V.A.R2
	3. Energy management.	PA.V.A.R3
	4. Stall/spin awareness.	PA.V.A.R4
	5. Situational awareness.	PA.V.A.R5
	6. Collision avoidance to include clearing the area.	PA.V.A.R6

Aeronautical knowledge

Flight proficiency

Aeronautical decision-making and special emphasis